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## **SERVICE LETTER / NOTIFICATION - May 30, 2018**

### **Issue Date**

May 30, 2018. Rev. 0

### **Subject/Purpose**

Inspection of the main gear spring attachment points.

### **Affected Models**

All Chris Heintz (CH) aircraft with a one-piece main gear spring

### **Compliance Time**

Next inspection - 50 hour

### **Inspection Frequency**

50 hour inspection at oil change, annual (on-going)

### **Background**

Inspection of the main gear area. Over-tightening of the gear bolts or extreme hard landings could lead to bending of the bottom extrusion. Additionally, if the gear is loose, bending of the extrusion could happen.



## **Inspection:**

Check the right side and left side:

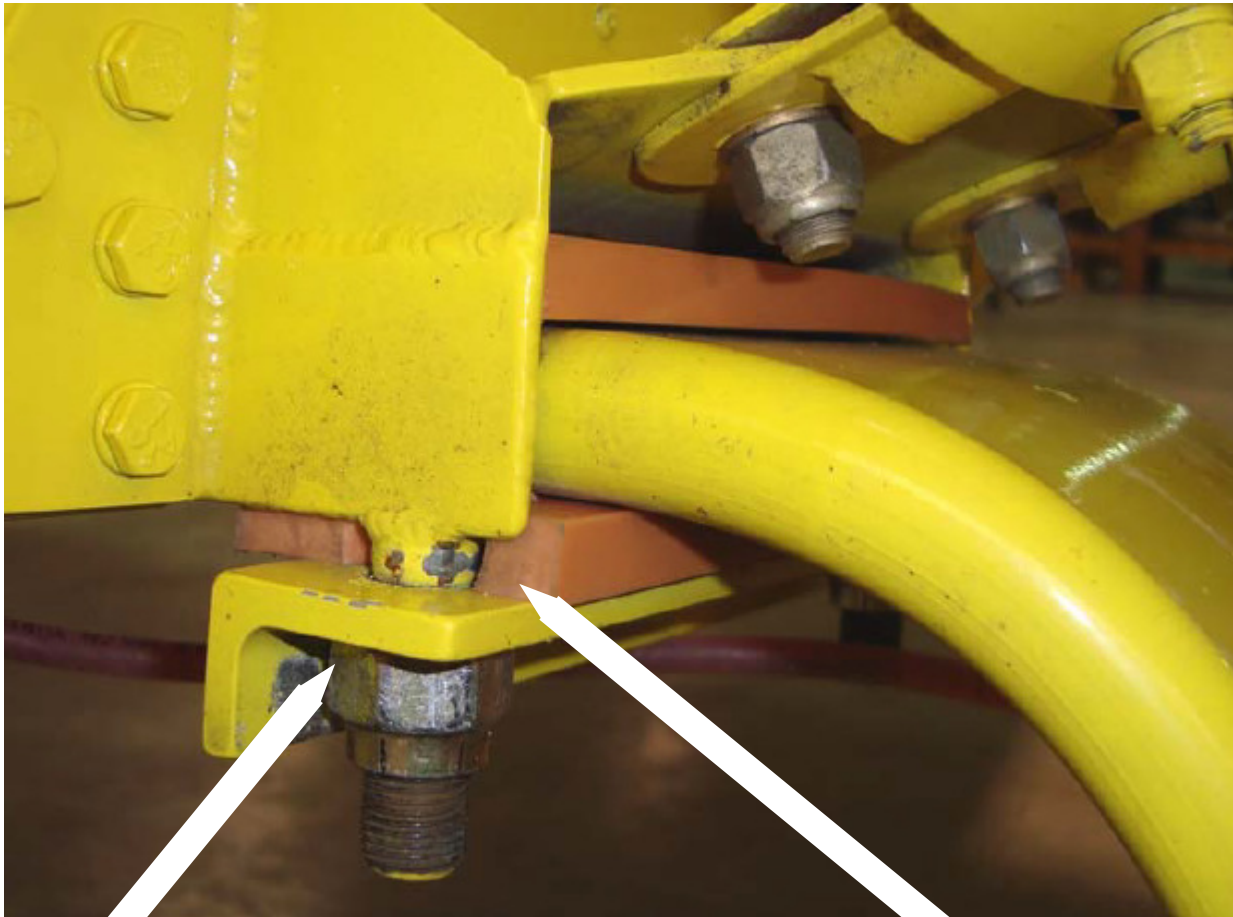
Inspect for deformation of the extrusion holding up the main gear spring.

Inspect the rubber pads, make sure they are in good condition and tightly fitted to the gear; that you cannot move them.

Inspect the general condition of the gear spring attachment area. Also inspect the steel parts and bolts/nuts for proper installation, possible deformation, corrosion, etc. Repair or replace parts as necessary.

## **Installation**

When tightening the gear bolts, do not over tighten as the extrusion will bend. A snug fit is recommended or a torque of about 110 LB. IN. (CH750 series) But most important is to not start bending the extrusion. The torque value is not accurate and could be different for the different models and installations.



Install a washer on the stud under the lock-nut and tighten the nut. Nuts should be tight but should not bottom-out on the bolt shanks (shoulders).

Notice: Required gap between extrusion and welded gear support assembly.



P/N: 75L2-2  
Main Gear Support  
Rubber

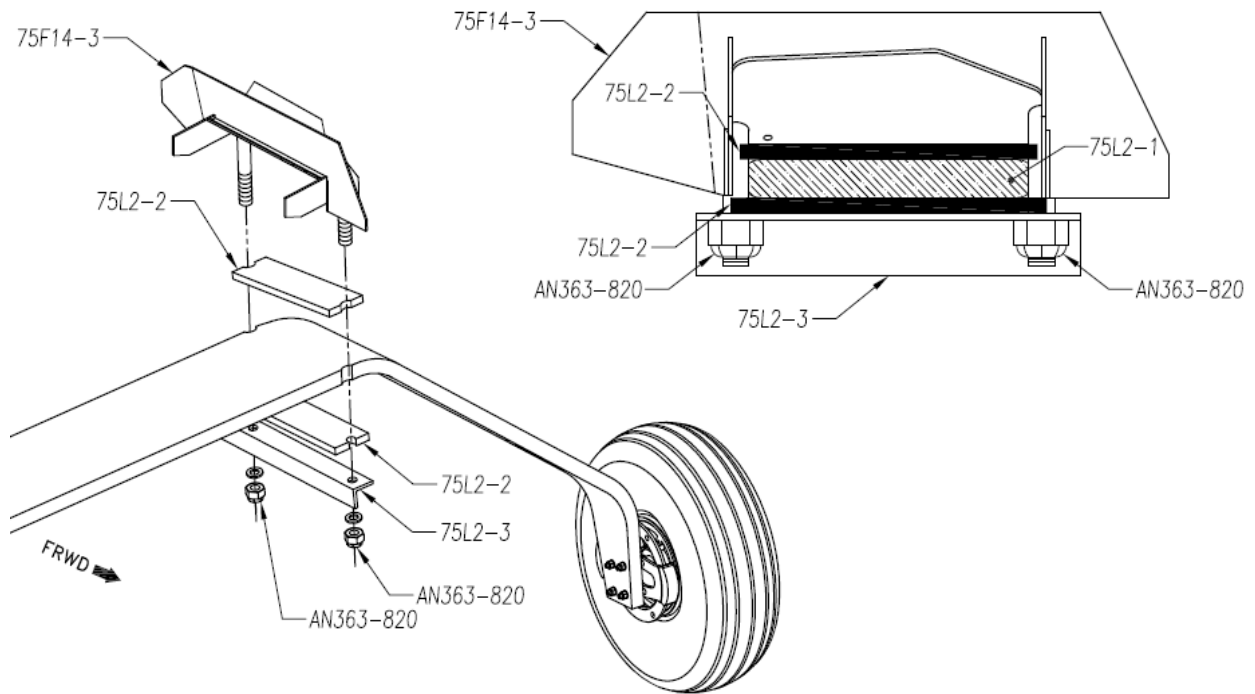


Notch the Support Rubber to clear the Studs on the Gear Strut Fittings. The notches will be centered on the bottom Support Rubber. The top Support Rubber notches will be offset to one side, see photo to the right.



Check to be sure the Gear Spring doesn't rotate after tightening the nuts. If the Gear Spring rotates tighten the nuts further and check again.

This simple inspection technique (illustrated above) is a good way to check how tight your gear is held in place. A quick and easy check during pre-flight inspections. The gear design used is the best in the industry so long as you install it correctly and inspect it regularly.



The above diagram illustrates the main gear spring attachment area for a CH701/750/801 series of aircraft. A very similar system is used on the CH601XL/650 series of aircraft.

For specific installation details of the main gear, see aircraft drawings and assembly manual.

Example: For the STOL CH750, see Section 75-LA-2 / Main Gear Installation

To properly maintain and repair your CH design, always refer to and use the aircraft blue prints (technical drawings), installation guides, Zenair Construction Standards manual and when required, FAA AC-43.13

For additional information, please contact Zenair Ltd.